

10/089,476

## 1-12. (CANCELED)

13. (CURRENTLY AMENDED) A continuously variable vehicle transmission (1) having a variator transmission (2, 3, 23) for continuously variable ratio adjustment and transfer of power sequentially in series along a single power flow path to a multi-step transmission (4) [[with]] having at least one input shaft (7), an output shaft (8) and at least two forward gears and at least one reverse gear,

wherein, in said multi-step transmission (4), said input shaft (7) and said output shaft (8) rotate in opposite directions of rotation to produce the at least two forward gears when said multi-step transmission (4) is operating in any of the at least two forward gears and the at least one reverse gear is produced by rotation of said input shaft (7) and said output shaft ([11]8) rotate in the same direction of rotation when said multi-step transmission (4) is operating in the at least one reverse gear.

14. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein the variator comprises one of a cone pulley belt drive transmission (2) and a two-way toroidal drive (3)[.]; a variator input shaft (5, 16) and a variator output shaft (6, 21) exhibiting have the same direction of rotation, and a gear set (12) reversed the rotational direction of the output shaft (8) of the multi-step transmission (4), is reversed in direction of rotation by a gear set (12).

15. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 14, wherein said variator input shaft (5, 16) and said output shaft ([1]6, 21) of said multi-step transmission (4) are disposed side by side and [[in]] parallel with one another.

16. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein said variator is a one-way toroidal drive (23) and a reversal [[of]] in the direction of rotation takes place in said variator between a variator input shaft (5) and a variator output shaft (6) of [the]a toroidal drive (23).

17. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 16, wherein [[said]] variator input and output shafts (5, 6) and said input and output shafts (7, 8) of said multi-step transmission (4) are disposed consecutively and coaxially consecutively with one another.

18. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein said input shaft (7) and said output shaft (8) of said

BEST AVAILABLE COPY

10/089,476

multi-step transmission (4) are coaxial ~~to each other with one another~~ and situated on one or both ~~opposite~~ sides of a housing of said transmission (4).

19. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 13, wherein said multi-step transmission (4) is a planetary transmission.

20. (PREVIOUSLY PRESENTED) The continuously variable vehicle transmission according to claim 13, wherein a shift clutch of said multi-step transmission (4) is a starting clutch.

21. (PREVIOUSLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein said multi-step transmission (4) is a power-shift transmission.

22. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 13, wherein ~~the two forward drive ranges gears~~ are shiftable and have an overlapping range (27).

23. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 14, wherein ~~the two forward drive ranges gears~~ are shiftable and have an overlapping range (27).

24. (CURRENTLY AMENDED) The continuously variable vehicle transmission according to claim 23, wherein a change of the ~~drive range~~ ~~the two forward gears~~ as group shifting is possible, ~~there simultaneously occurring with~~ a stepped shift in said multi-step transmission (4) and a ratio adjustment of said variator (2, 3, 23) ~~simultaneously occurring~~.

25. (CURRENTLY AMENDED) A continuously variable vehicle transmission (1) comprising a variator transmission (2, 3, 23), for continuously variable ratio adjustment, sequentially connected with a multi-step transmission (4) having at least one input shaft (7)[,] and an output shaft (8), at least two forward gears and at least one reverse gear, and the multi-step transmission (4) ~~has at least two forward gears and at least one reverse gear and~~ being sequentially connected with an axial differential (9), whereby driving power passes along a single power flow path sequentially from the variator transmission (2, 3, 23) to the multi-step transmission (4) and from the multi-step transmission (4) the axial differential (9);

wherein ~~an output shaft (6) of the variator is coaxial with the input shaft (7)~~ of the multi-step transmission (4), and during operation of the multi-step transmission

10/089,476

- (4) in the at least two forward gears, the input shaft (7) and the output shaft (8) rotate in opposite directions of rotation, and, during operation of the multi-step transmission  
(4) in the at least one reverse gear, the input shaft (7) and the output shaft (8) rotate in the same direction of rotation.

26. (CURRENTLY AMENDED) A continuously variable vehicle transmission (1) comprising a variator transmission (2, 3, 23), for continuously variable ratio adjustment, sequentially connected with a multi-step transmission (4) having at least one input shaft (7) and an output shaft (8), ~~at least two forward gears and at least one reverse gear; and the multi-step transmission (4) has at least two forward gears and at least one reverse gear and~~ being sequentially connected with an axial differential (9), whereby driving power passes along a single power flow path sequentially from the variator transmission (2, 3, 23) to the multi-step transmission (4) and from the multi-step transmission (4) the axial differential (9);

wherein the multi-step transmission (4) is a double planetary gear and, during operation of the multi-step transmission (4) in the at least two forward gears, the input shaft (7) and the output shaft (8) rotate in opposite directions of rotation, and, during operation of the multi-step transmission (4) in the at least one reverse gear, the input shaft (7) and the output shaft (8) rotate in the same direction of rotation, ~~and the output shaft (8) of the multi-step transmission (4) supports a gear and an input to the axial differential (9) supports a gear which directly mates with the gear supported by the output shaft (8) so as to reverse the rotational direction of the driving power outputted from the multi-step transmission (4).~~

27. (NEW) The continuously variable vehicle transmission (1) according to claim 26, wherein the input shaft (7) supports a fixed first sun gear spaced apart from a fixed second sun gear

28. (NEW) The continuously variable vehicle transmission (1) according to claim 26, wherein the input shaft (7) supplies drive via a first side of the multi-step transmission (4), and the output shaft (8) outputs drive from the multi-step transmission (4) via the first side, and the output shaft (8) is hollow which surrounds and is concentric with the input shaft (7).

29. (NEW) The continuously variable vehicle transmission (1) according to claim 26, wherein the input shaft of the variator,  
the input shaft of the transmission; and

10/089,476

wheel axles for driving a set of wheels are all disposed adjacent and parallel to one in a three-shaft construction.

30. (NEW) The continuously variable vehicle transmission according to claim 13, wherein said input shaft (7) and said output shaft (8) of said multi-step transmission (4) are coaxial with one another and situated on the same side of a housing of said transmission (4).

**This Page is Inserted by IFW Indexing and Scanning  
Operations and is not part of the Official Record**

**BEST AVAILABLE IMAGES**

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- BLACK BORDERS**
- IMAGE CUT OFF AT TOP, BOTTOM OR SIDES**
- FADED TEXT OR DRAWING**
- BLURRED OR ILLEGIBLE TEXT OR DRAWING**
- SKEWED/SLANTED IMAGES**
- COLOR OR BLACK AND WHITE PHOTOGRAPHS**
- GRAY SCALE DOCUMENTS**
- LINES OR MARKS ON ORIGINAL DOCUMENT**
- REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY**
- OTHER:** \_\_\_\_\_

**IMAGES ARE BEST AVAILABLE COPY.**

**As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.**